

Appendix F

Proposed Transportation Improvements

CIRCULATION ELEMENT UPDATE PROPOSED TRANSPORTATION IMPROVEMENTS

TRANSIT IMPROVEMENTS

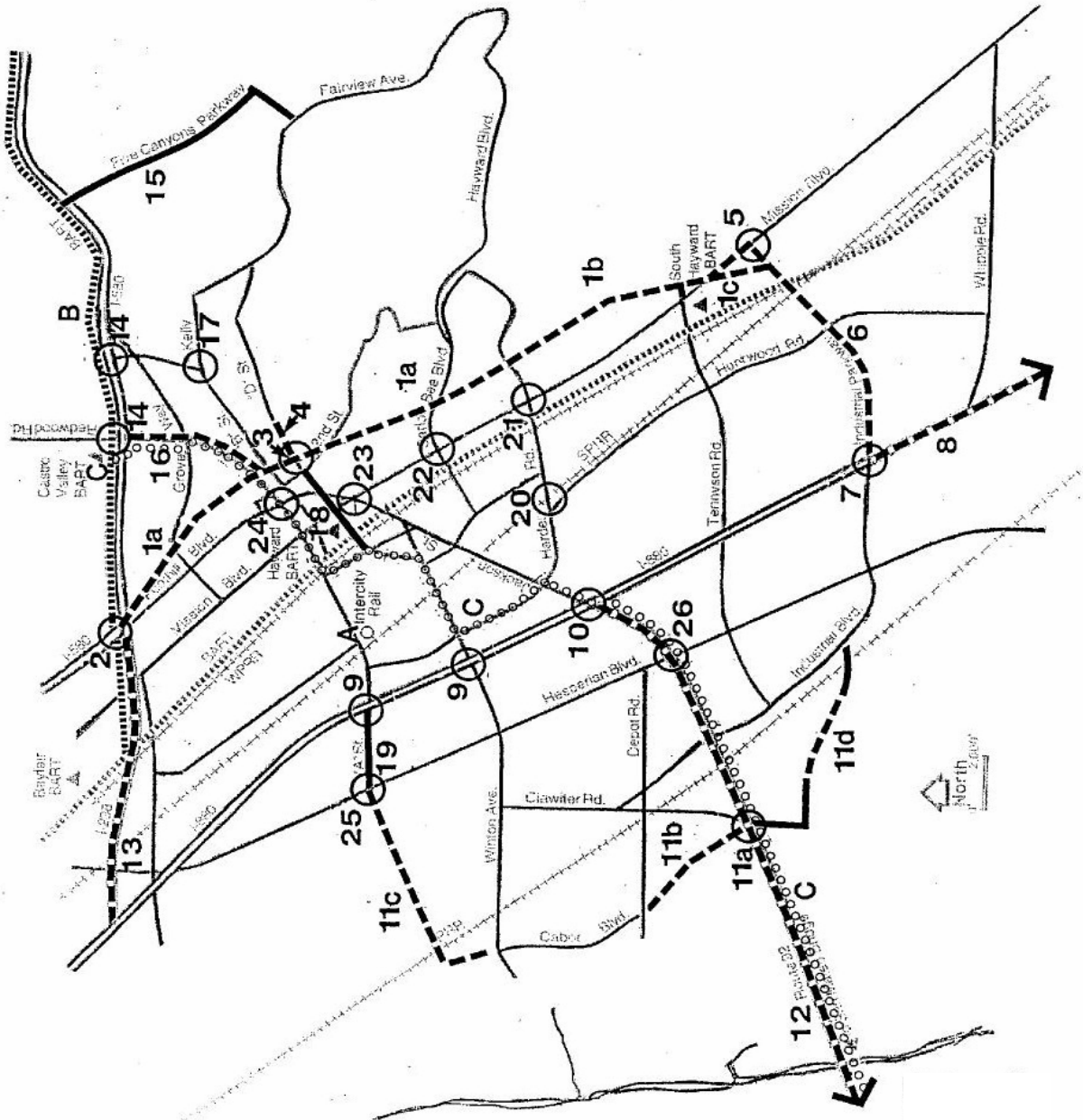
(See text for detailed description)

- A Intercity Rail Station (completed)
- B Dublin/Pleasanton BART Extension (completed)
- C Warm Springs BART Extension (not shown)
- West Dublin BART Station (not shown)
- Express Bus Service between Castro Valley BART and San Mateo County

ROADWAY IMPROVEMENTS

(See text for detailed description)

- 1 Route 238 Bypass - 6 Lane Freeway
- Phase 1: Construct 4-lane Expressway
- 1a Stage 1 - I-580 to Harder Rd.
- 1b Stage 2 - Harder Rd. to Tennyson Rd.
- 1c Stage 3 - Tennyson Rd. to Industrial Parkway
- Phase 2: Upgrade to 4-lane Freeway
- Phase 3: Upgrade to 6-lane Freeway
- 2 I-580 WB Flyover to SB Route 238
- 3 "D" St. Ramps and Connectors
- 4 "D" St. Extension - Phase III Widening
- 5 Mission Blvd./Industrial Parkway Intersection
- Spot Widening
- 6 Industrial Pkwy. Widening
- 7 I-880/Industrial Pkwy. Interchange
- 8 I-880 Widening (Phase IV)
- 9 I-880/A St. and Winton Ave. Interchanges (with access to Winton Ave.)
- 10 I-880/Route 92 Interchange Upgrade
- 11 I-880/Route 92 Reliever Route:
 - a Clawiter/Whitesell/Route 92 Interchange;
 - b Whitesell St. Extension;
 - c West "A" St. Extension;
 - d Arden Rd. Extension (completed)
- 12 Route 92 Widening
- 13 I-238 Widening (with added truck lanes)
- 14 I-580 On/Off Ramps
- 15 Five Canyons Parkway (completed)
- 16 Hedwood Rd./"A" Street Widening
- 17 "B" St./Center/Kelly Intersection Improvements
- 18 "D" St. Extension (Phase II) (completed)
- 19 West "A" St. Widening (completed)
- 20 Harder Rd. Grade Separation
- 21 Mission/Harder Intersection Improvements
- 22 Mission/Carlos Bee Intersection Improvements
- 23 Mission/Foothill/Jackson Grade Separation
- 24 "A" Street/Foothill Intersection Improvements
- 25 West "A" Street/Hesperian Intersection Improvements
- 26 Hesperian Blvd./Route 92 EB Ramp Improvements



Appendix F

PROPOSED TRANSPORTATION IMPROVEMENTS

The Circulation Element proposes a package of transportation improvements designed to assist in improving regional mobility and alleviating the resulting local congestion. Major projects are depicted on the accompanying map and are described further in the following sections. Many of the proposed roadway improvements have been in the planning stage for some time; some of the projects have been delayed by lack of funding and/or the need for additional design and environmental reviews. However, many of the projects have been completed and/or are under construction. A brief description of major area projects and their current status is provided below.

Roadway Improvements

1. Route 238 Bypass

Construction of the Route 238 Bypass was planned in an attempt to improve traffic and safety and reduce congestion in Downtown Hayward, in the Foothill/Mission Boulevard corridor, and on I-880. Phase I of the project would occur in three stages. In the initial stage of Phase I, a four-lane expressway would be constructed from I-580 to Harder Road. The proposed Preferred Alternative for the Stage 1 project would also include a northbound on-ramp and southbound off-ramp at A Street. Stage 2 would involve extending the four-lane expressway to Tennyson Road, and Stage 3 would extend the four-lane expressway further to Industrial Parkway. Phase II of the project would upgrade the entire facility from an expressway to a four-lane freeway and Phase III would upgrade the entire facility to a six-lane freeway. Caltrans is the lead agency for the Measure B-funded Stage 1 project. Funding for the remainder of Phase I is included in the 1996 Regional Transportation Plan (RTP). The 2001 Countywide Transportation Plan Tier 1 includes \$76.6 million to fully fund Stages 2 and 3. Funding has not been defined in the current RTP for Phases II and III.

The City Council recently authorized a Route 238 Bypass Contingency Plan study. The City is contracting with Parsons Transportation Group, Inc. for this effort.

The Federal Highway Administration is currently reviewing the Final Environmental Impact Report/Environmental Impact Statement. It is anticipated that the Record of Decision (ROD) will be released later this year, signifying Federal acceptance of the environmental document.

2. I-580 Westbound Flyover to Southbound Route 238 Bypass

This project would provide a direct connection from westbound I-580 to southbound Route 238. The State Transportation Improvement Program (STIP) includes \$16.8 million for the I-580/Route 238 connector; of which \$7.2 million is available for this project. The 2001 Countywide Transportation Plan includes another \$8.8 million to fund this \$15 million project. See also above description under #1.

3. D Street Ramps and Connectors

This project was originally included in Phase II or III of the Route 238 Bypass project. This project would have included a southbound on-ramp and northbound off-ramp, together with frontage roads on either side of the Bypass connecting to the A Street ramps. However, the D Street ramps were deleted from the Preferred Alternative for the Route 238 Bypass due to the Federal requirement for a financially constrained project as part of the environmental document for the Bypass.

4. D Street Extension (Phase III Widening)

Phase III of the D Street extension would have extended the four-lane arterial from Second Street to the frontage road along the Route 238 Bypass. Construction was contingent upon the inclusion of the D Street ramps as part of the Route 238 Bypass. However, since the D Street ramps have been deleted from the Route 238 Bypass, D Street Phase III is no longer a viable project.

5. Mission Boulevard/Industrial Parkway Spot Widening

This project is part of a larger project to widen Mission Boulevard at critical intersections in Hayward, Union City, and Fremont. The Hayward City Council has approved the City's required local share of construction costs. The project is part of the voter-approved Measure B program and leverages limited funds for the improvement of Mission Boulevard. ACTA is the lead agency, and the City is administering the construction contract.

6. Industrial Parkway Widening

This project would add one lane in each direction between I-880 and Mission Boulevard for a total of six lanes. The City is the lead agency for this unfunded project.

Partial funding for a related project, widening of Industrial Parkway southwest between Whipple Road and Industrial Parkway, is included the Transportation Equity Act for the 21st Century (TEA-21). The developers of the new Target store on the northeast corner of Whipple Road and Industrial Parkway SW are contributing funds for portions of this project.

7. I-880/Industrial Parkway Interchange

The cities of Hayward and Union City requested improvement of the Industrial Parkway interchange during the planning of the I-880 widening project and Route 238 Bypass. This project will add a northbound diagonal off-ramp and an eastbound to northbound loop on-ramp at this interchange. Caltrans proposed the northbound off-ramp for the 2001 Countywide Transportation Plan, but it was not included in Tier 1 (projects most likely to be funded) due to limited funds for central Alameda County.

8. I-880 Widening (Phase IV)

The 1986 Measure B Expenditure Plan called for the design and construction of several projects to widen I-880 from six to eight lanes. Interchanges were upgraded and HOV lanes were provided from I-238 to the Santa Clara county line. Phase IV of this project involved adding an HOV lane in each direction on I-880 between Industrial Parkway and Alvarado-Niles Road in Union City. This project has essentially been completed.

9. I-880 Interchanges at A Street and Winton Avenue

The City proposed improvements to both of these interchanges as part of the Measure B reauthorization process and for the 2001 Countywide Transportation Plan, but neither project was included in Tier 1. The total cost is approximately \$20 million.

10. I-880/Route 92 Interchange Reconstruction

This project involves reconstruction of the existing interchange. Caltrans' two previous alternatives were not acceptable to the City and a new alternative, based on City initiative, was designed (Alternative H). Caltrans is including Alternative H in the environmental document. The City has significant concerns regarding the nearly four year lag of this project behind the Route 92/San Mateo Bridge widening. Such a lag is expected to result in significant traffic congestion within the City of Hayward neighborhoods. The project is being funded from 1986 Measure B and Regional Measure 1 (toll bridge) funds.

11. I-880/Route 92 Reliever Route

The project consists of four separate but related improvements, with the City as the lead agency for each. The Measure B reauthorization includes \$22.6 million (in 2001 dollars). Additional funding was proposed in Tier 1 of the 2001 Countywide Transportation Plan but was not included. Other funding is proposed through the formation of an Industrial Assessment District. The Clawiter/Whitesell/ Route 92 interchange project would upgrade the existing Clawiter Road interchange, add ramps and an overcrossing for the Whitesell Street extension and signalize ramp intersections. The Whitesell Street project would extend the street from Depot Road to Route 92. The West A Street project would extend this street from Hesperian Boulevard to Cabot Boulevard. The fourth component of this project, the Arden Road extension, was completed with funding primarily provided by recent development in this area.

12. Route 92 Widening

This project will widen Route 92 to three mixed flow lanes plus an High Occupancy Vehicle (HOV) lane in each direction between I-880 and the toll plaza. The project will also widen the bridge to three mixed-flow lanes plus emergency shoulder lanes in each direction, along the trestle portion the bridge. Construction is underway and is scheduled to be completed in late 2002. As stated above, the City is very concerned that the timing of this project is not coincident with the I-880/Route 92 interchange reconstruction project; the latter project trails the Route 92 widening project by about four years.

13. I-238 Widening

The project will reconstruct and widen I-238 to six lanes between I-580 and I-880, including the addition of auxiliary lanes on I-880. About one-third of the \$102 million project cost is included in the State Transportation Improvement Program, with the remainder included as part of the Measure B reauthorization.

14. I-580 on-off Ramp Improvements at Center Street and Redwood Road

These projects would add an eastbound on-ramp at Redwood Road and a westbound off-ramp at Center Street, as well as reconfigure the eastbound off-ramp at Center Street to minimize conflicting turning movements. Alameda County is the lead agency. Partial funding is to be provided by the developers of the Five Canyons project and the remaining funding is being provided under the Measure B reauthorization.

15. Five Canyons Parkway

The project provides access to the Five Canyons area and is being funded entirely by the developer of this project. This road also provides a connection between Fairview Avenue and I-580 via East Castro Valley Boulevard. Construction has been completed.

16. Redwood Road/A Street Widening

This project involves the widening of the street from four to six lanes between I-580 and the Hayward city limits. The County is the lead agency. Construction is underway on the second phase of the project. Funding to complete the last phase from Grove Way to the city limits is not certain.

17. B Street/Center/Kelly Intersection Improvements

This project originally involved adding a southbound lane from Center Street onto eastbound Kelly Street, a northbound through-left lane from B Street to Center Street, and a westbound right-turn lane from Kelly Street onto northbound Center Street. The City Council approved a only for the addition of the southbound lane from Center Street onto eastbound Kelly Street. Construction was completed. The project was funded by the developers of the Five Canyons Project, with the City and Alameda County as lead agencies.

18. D Street Extension (Phase II Widening)

This phase of the project upgraded D Street from an existing two-lane collector street with coordinated signals from Grand to Second Streets. The project was completed, with funding from a variety of sources, including City funds and some funds from TEA-21.

19. West A Street Widening

This project involved reconstruction of the four lane undivided arterial between I-880 and Hesperian Boulevard, and added median dividers, signal coordination, and other operational improvements. Construction has been completed.

20. Harder Road Grade Separation

This project will construct an underpass at the Union Pacific Railroad tracks and Harder Road crossing, at a cost of about \$8.9 million. Construction is underway.

21. Mission Boulevard/Harder Road Improvements

This project would include construction of an additional exclusive eastbound left-turn lane, conversion of an existing eastbound through-left lane to an eastbound through lane, addition of a second northbound right-turn lane, addition of a second northbound left-turn lane, addition of a third southbound through lane, addition of a second exclusive westbound left-turn lane, conversion of a westbound through-left lane to a through lane and conversion of a westbound right-turn lane to a through-right lane. The project will be partially funded by the developers of the Walpert Ridge project.

22. Mission Boulevard/Carlos Bee Boulevard Intersection Improvements

This project would include construction of an additional northbound through lane, a second southbound left-turn lane, and a second westbound left-turn lane. Partial funding will be provided by the developers of the Walpert Ridge project.

23. Mission/Foothill/Jackson Grade Separation

The project would involve construction of a grade-separated intersection elevating Mission Boulevard traffic over a depressed section of Foothill Boulevard/Jackson Street. Watkins Street would be slightly elevated via a bridge deck over the depressed Foothill/Jackson section. The City proposed this project both as part of the Measure B reauthorization and the 1998 Countywide Transportation Plan, but the project was not included in either. The CMA included the project in Tier 3 of the 2001 Countywide Transportation Plan. The estimated project cost is \$43 million, with Caltrans as the lead agency.

24. A Street/Foothill Boulevard Intersection Improvements

This project would include addition of a northbound free right-turn lane, in conjunction with the addition of a receiving lane on A Street east of Foothill Boulevard. ACTA has included funding for this project in its Strategic Plan, as part of the Route 238 Hayward Bypass.

25. West A Street/Hesperian Boulevard Intersection Improvements

This project would involve construction of an additional eastbound left turn lane. The proposed Industrial Assessment District is a potential source of funding.

26. Hesperian/Route 92 Eastbound off-ramp Intersection Improvements

This project would involve construction of an additional eastbound right-turn lane. The source of funding is unknown; however, a potential source is the Measure 1 Route 92 Widening project or the I-880/SR 92 interchange reconstruction.

Transit Improvements

A. Intercity Rail Station (Capitol Corridor)

This project has been completed.

B. Dublin/Pleasanton BART Extension

This project has been completed.

Warm Springs BART Extension

This is the first phase of an extension of BART from Fremont to San Jose. The Measure B reauthorization in 2000 included some funding for this project. Other funds are being provided from a variety of State and Federal sources. In addition, a companion sales tax measure in Santa Clara County provided funds for the extension to San Jose.

West Dublin BART Extension

Design for this station, which will be located between the Castro Valley and Dublin/Pleasanton BART stations, was recently initiated.

C. Express Bus Service between Castro Valley BART and San Mateo BART

Service between Hayward BART and the Peninsula had been provided by SAMTRANS Route 90E. However, the route was dropped due to low ridership. AC Transit is in the planning stage of starting its own service that is intended to be more efficient than the old SAMTRANS route.

D. Other Transit Improvements

LIFT Route

AC Transit has initiated a new route that serves the city's industrial area. The "Low Income Flexible Transit" (LIFT) service connects the Hayward and South Hayward BART stations. The LIFT service provides improved transit services for employees working in the area, particularly

the Welfare to Work populations. The project was a joint effort between the City's Public Works Department, AC Transit, Chamber of Commerce and the South Hayward Neighborhood Collaborative.

Central County Transit Study

The City has been participating in a joint effort including AC Transit, the City of San Leandro, Alameda County, and local school districts, chambers of commerce, educational institutions and others to develop improved and expanded transit services for Central Alameda County. The passage of Measure B provided significant new funding for transit, including an additional \$30 million targeted to the Central County. It is expected that service will be implemented by Summer, 2002.

Transbay Service

AC Transit has initiated service from Hayward to San Francisco via the Bay Bridge. AC Transit is using larger, long haul style coaches for this route. The route has been very well received.